RESOLUTION NO. 143

CITY OF DOVER, IDAHO

A RESOLUTION of the City of Dover, Idaho, a municipal corporation of the State of Idaho, regarding the adoption of street standards for new developments within the incorporated city limits.

WHEREAS, the City of Dover has generalized street standards within Appendix C of Title 12, Zoning Regulations, for construction or reconstruction of low- and medium-density residential and light commercial developments, and no specific design standards for new development within Title 11, Subdivision Regulations; and

WHEREAS, the City desires to establish a range of options for street, curb and gutter, drainage, sidewalk, and pathway construction for new developments within various terrains and for a variety of densities by adopting standardized drawings; and

WHEREAS, in the event the standard drawings conflict with the design objectives or requirements of the Independent Highway District or Fire District, the city engineer shall have the ability to work cooperatively with those entities to authorize design modifications to conform with accepted design standards.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF DOVER, IDAHO: that the City of Dover Street Standards, prepared by the Dover City Engineer, and dated May 9, 2019 and attached as Exhibit A are hereby adopted by the Dover City Council at Resolution No. 143 .

FURTHERMORE: That any applications for new subdivisions shall comply with the standards of the adopted drawings, unless otherwise approved by the city.

PASSED by the City Council and **APPROVED** by the Mayor this 9th day of May, 2019.

Annie Shaha

City of Dover Mayor Annie Shaha

Michele Hutchings

Attest: Michele Hutchings, City Clerk

GENERAL NOTES:

1. PROVIDE SUBGRADE SEPARATION GEOTEXTILES FOR ALL NATIVE USCS SOIL TYPES OTHER THAN GW, GP, GM AND GC. A REDUCTION OF THE BALLAST SECTION TO 12" TOTAL MAY BE PROPOSED FOR GW, GP, GM AND GC SOILS ON LOCAL ROADS EXCEPT ARTERIALS AND MAJOR COLLECTORS.

TYPICAL SECTION NOTES:

1. A DRIVEWAY IS DEFINED AS AN ACCESS TO A PUBLIC ROAD FROM A MAXIMUM OF TWO DWELLING UNITS. DRIVEWAYS SERVING TWO DWELLING UNITS MUST INCLUDE ACCESS EASEMENTS FOR EACH LOT TO THE OTHER LOT AS NECESSARY. ALL DRIVEWAYS MUST BE PAVED WITH 2" ASPHALT (ITD SP-3, $\frac{1}{2}$"-3/4" AGGREGATE, PG 58-28 ANTISTRIP) ON 4" CRUSHED AGGREGATE BASE ($\frac{3}{4}$" MINUS, OR BONNER COUNTY TOP COURSE) UP TO THE RIGHT-OF-WAY PLUS MINIMUM SETBACK OR UP TO A GARAGE. REFER TO TYPICAL APPROACH DETAIL SD-002 FOR AREAS WITH DRIVEWAYS. AN ACCESS TO A PUBLIC ROAD FROM THREE OR MORE DWELLING UNITS IS DEFINED AS A PRIVATE ROAD AND MUST BE DESIGNED TO STANDARDS IN PRIVATE ROAD TYPICAL SECTION TYP-004.
2. SEE TYPICAL INTERSECTION & CURVE DETAIL SD-005 FOR INTERSECTION AND CURVE DESIGN ELEMENTS. REFER TO AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, LATEST EDITION.
3. CMP CULVERTS REQUIRED - 12 IN. (MIN) AT DRIVEWAYS, 18 IN. (MIN) FOR ROADWAY CROSSINGS. DRIVEWAY CULVERTS SIZE MAY NEED INCREASED BASED ON A HYDRAULICS ANALYSIS OR CITY ENGINEER REQUIREMENTS. CULVERT LENGTH SHALL BE DRIVEWAY WIDTH PLUS 8 FT (MIN). SEE SD-002 TYPICAL APPROACH DETAIL AND CULVERTS & BRIDGES STANDARD DETAIL SD-007.
4. REFER TO THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION FOR ALL OTHER REQUIREMENTS.
5. ROADS WITHIN EXISTING DEVELOPMENTS ARE REQUIRED TO FOLLOW THE APPROVED PLANS FOR THAT DEVELOPMENT. CONTACT THE CITY PLANNER FOR MORE INFORMATION CONCERNING REQUIREMENTS FOR ROADS WITHIN EXISTING DEVELOPMENTS.
6. TYPICAL SECTION AREA REFERS TO WHERE A ROAD IS LOCATED IN REFERENCE TO THE CURRENT "TYPICAL SECTION AREA MAP" FOR THE CITY OF DOVER.
7. PUBLIC ROADS SHALL BE DESIGNED TO TYPICAL SECTIONS 1, 2, OR 3.
8. ONLY PRIVATE ROADS AS DEFINED IN TYP-004 MAY BE DESIGNED TO TYPICAL SECTION 4, BUT PRIVATE ROADS CAN BE DESIGNED TO TYPICAL SECTIONS 1, 2, OR 3.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

GENERAL NOTES

APPROVED BY:

CITY ENGINEER

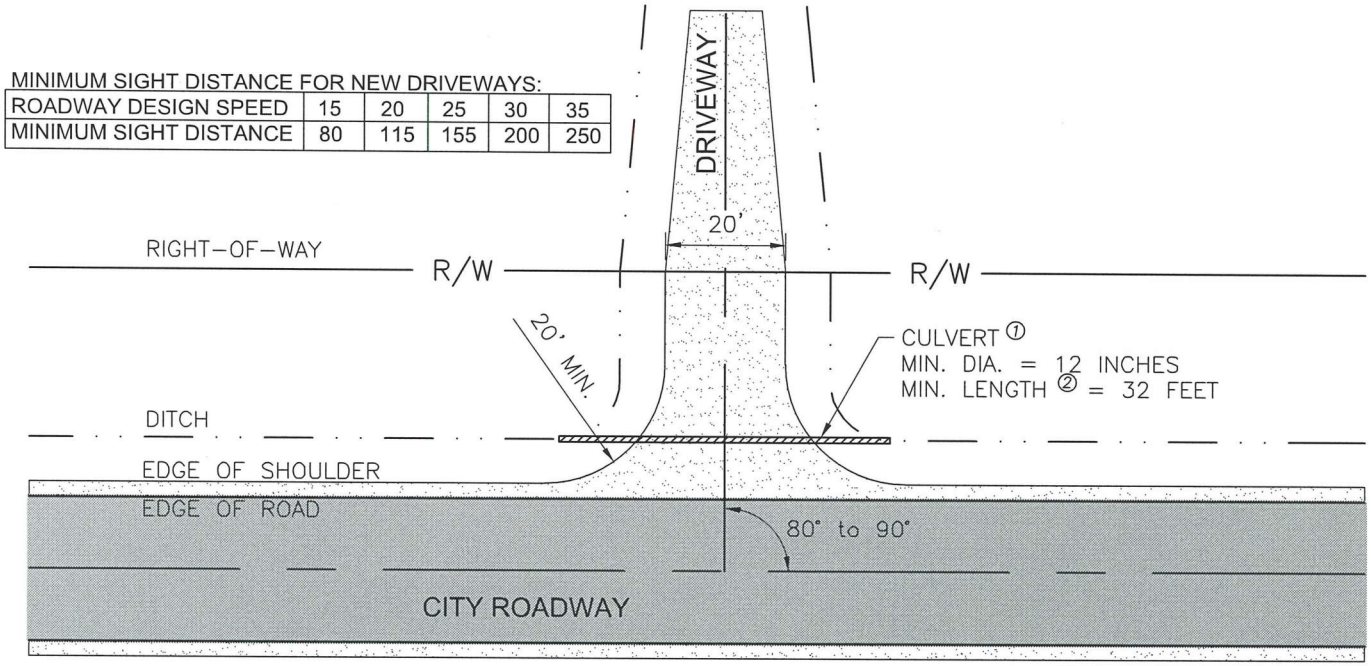
05-09-19
DATE:

STANDARD DRAWINGS NO:

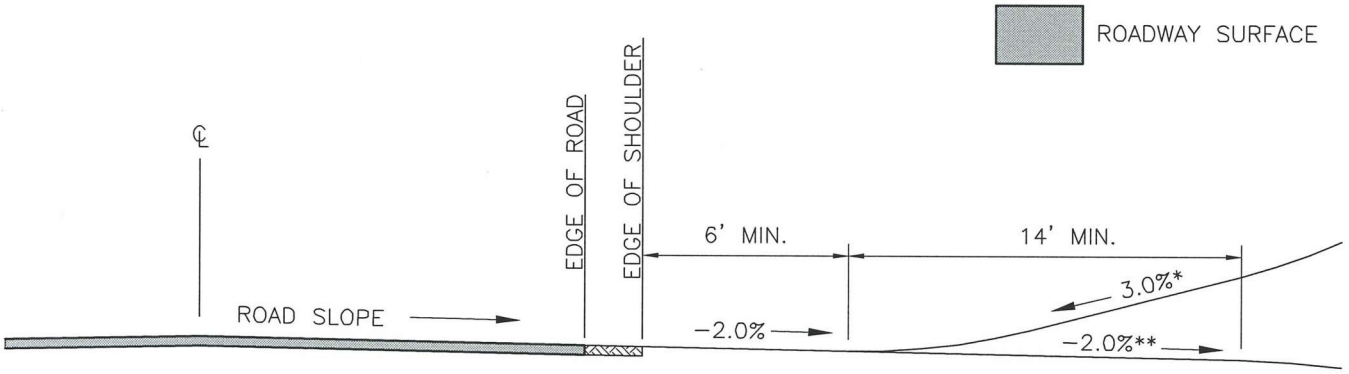
SD-001

MINIMUM SIGHT DISTANCE FOR NEW DRIVEWAYS:

ROADWAY DESIGN SPEED	15	20	25	30	35
MINIMUM SIGHT DISTANCE	80	115	155	200	250



PLAN DIMENSION REQUIREMENTS



GRADE REQUIREMENTS

* MAX. GRADE IN CUT
** MAX. GRADE IN FILL

NOTES:

1. CULVERTS SHALL BE LOCATED, SIZED AND CONSTRUCTED SO AS TO FORM A CONTINUATION OF AND NOT ADVERSELY IMPACT THE EXISTING ROADSIDE DRAINAGE SYSTEM, AND SHALL EXTEND TO THE TOE OF ANY FILL PLACED WITH THE DRIVEWAY.
2. MINIMUM CULVERT LENGTH SHALL BE 32 FEET. ACTUAL LENGTH WILL VARY DEPENDING ON SITE AND AS DETERMINED THROUGH APPLICATIONS AND FINAL PERMIT.
3. NEW ROADWAYS OR DRIVEWAYS SHALL HAVE A SURFACE DESIGN WHICH PREVENTS THE DRAINAGE OF WATERS FROM THE SURFACE OF THE ROADWAY OR DRIVEWAY ONTO THE ROAD SURFACE OF THE CITY ROADWAY.
4. PERMITEE/OWNERS SHALL BE REQUIRED TO PERFORM NECESSARY BRUSH REMOVAL TO MAINTAIN SIGHT DISTANCE.
5. WHERE CURBS AND GUTTERS HAVE BEEN INSTALLED OR ARE PLANNED TO BE INSTALLED, THE DRIVEWAY SHALL BE CONSTRUCTED TO MAINTAIN THE INTEGRITY OF THE CURB AND GUTTER DESIGN.
6. DURING CONSTRUCTION OF ENCROACHMENT, SUCH BARRICADES, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES SHALL BE ERECTED AND MAINTAINED AS REQUIRED BY THE CITY IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

TYPICAL APPROACH DETAIL

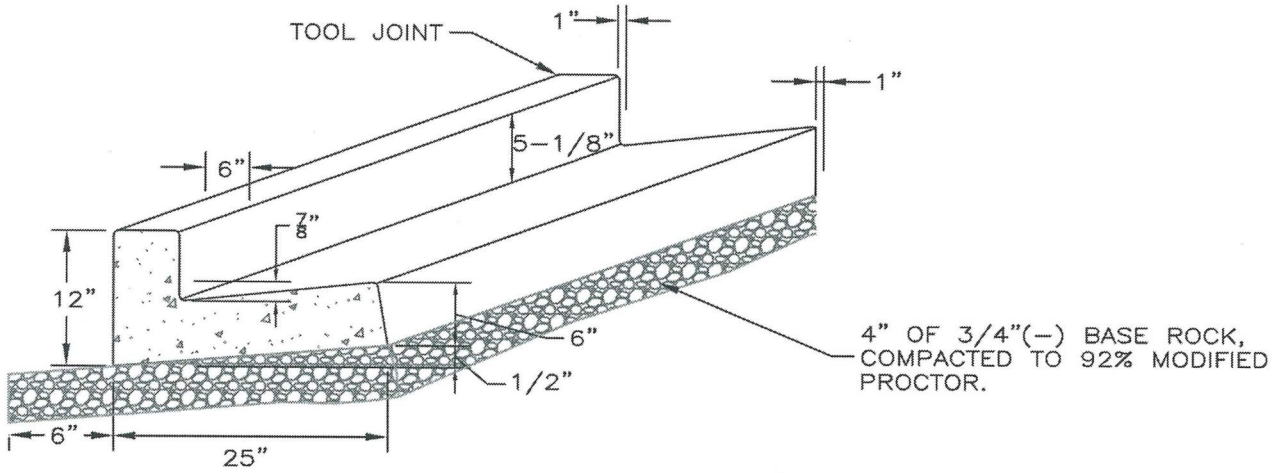
APPROVED BY:

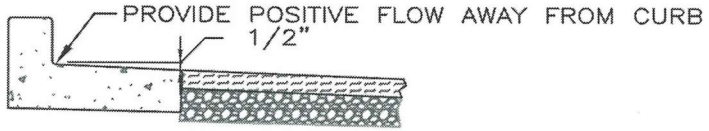
CITY ENGINEER

DATE: 05-09-19

STANDARD DRAWINGS NO:

SD-002





"DUMP" CURB OPTION

NOTES:

1. WHEN EXISTING CURB IS REMOVED, CARE SHALL BE TAKEN NOT TO DISTURB EXISTING PAVEMENT.
2. A BROOM FINISH IS REQUIRED.
3. FELT EXPANSION JOINTS ARE REQUIRED IN CURB AT RETURNS AND CATCH BASINS. WEAKENED PLANE JOINTS ARE REQUIRED EVERY TEN FEET.
4. FILLET ALL EXPOSED CORNERS WITH A RADIUS OF 1/2"
5. "DUMP" CURB SECTIONS SHALL BE CAST USING A SHOE MATCHING THE FINISHED CROSS SECTION OR HAND FORMED.
6. JOINTS BETWEEN EXISTING AND NEW CURB WILL BE SAWED.
7. COMPRESIVE STRENGTH OF CONCRETE SHALL BE 3000 PSI MINIMUM WITH AIR ENTRAINMENT.
8. PROVIDE SUBGRADE SEPARATIONS GEOTEXTILES FOR ALL NATIVE USCS SOIL TYPES OTHER THAN GW, GP, GM AND GC. A REDUCTION OF THE BALLAST SECTION TO 12" TOTAL MAY BE PROPOSED FOR GW, GP, GM AND GC SOILS ON LOCAL ROADS EXCEPT ARTERIALS AND MAJOR COLLECTORS.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

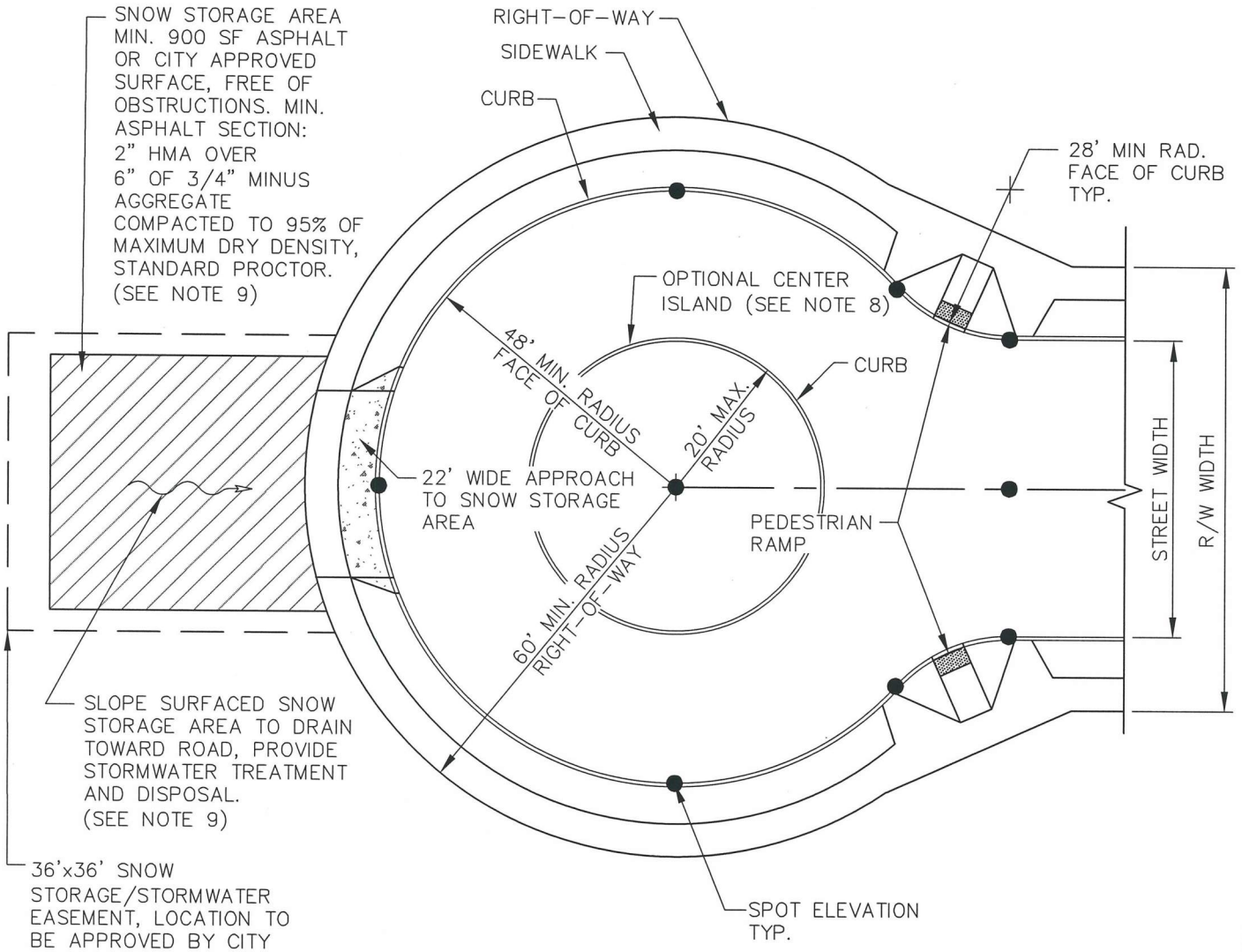
TYPICAL CURB AND GUTTER DETAIL

APPROVED BY:

CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:
SD-003



NOTE:

1. 1.1% MINIMUM STREET PROFILE GRADES, SEE PRIVATE ROADS SHEET TYP-004 FOR MAXIMUM.
2. CURB AND GUTTER IS REQUIRED. INSTALL CURB ACCORDING TO TYPICAL CURB AND GUTTER DETAIL SD-003.
3. CONCRETE SIDEWALK SECTION AT DRIVEWAYS SHALL BE 6" REINFORCED CONCRETE OVER 6" BASE COURSE, 4" CONCRETE AND BASE ALL OTHER LOCATIONS.
4. CUL-DE-SAC MAY BE OFFSET TO THE LEFT OR RIGHT OF CENTERLINE SO THAT THE APPROACH STREET CURB IS TANGENT WITH CUL-DE-SAC CIRCLE.
5. SIDEWALK LOCATION AND DRAINAGE PATTERNS MAY VARY.
6. CONTINUOUS SWALES SHALL NOT BE LOCATED WITHIN THE CUL-DE-SAC.
7. STREETS WITH CUL-DE-SACS SHALL BE DESIGNATED AS LOCAL ACCESS ONLY STREETS.
8. CENTER ISLAND LANDSCAPING OR STORMWATER TREATMENT AS APPROVED BY CITY.
9. AS AN ALTERNATIVE, SNOW STORAGE AREA MAY BE DESIGNED & USED AS SWALES.
10. CUL-DE-SACS AND TURNAROUNDS SHALL BE CONSISTENT WITH ADOPTED CODES AND MASTER PLANS, AND BE APPROVED BY THE FIRE DISTRICT.
11. DEAD-END STREETS SHALL NOT BE USED IF FUNCTIONAL CONNECTIONS WITH ADJOINING DEVELOPMENTS OR PUBLIC ROADS ARE A CURRENT OR FUTURE OPTION DETERMINED BY THE CITY.
12. DEVELOPER MAY PROPOSE ALTERNATIVE END TO DEAD-END ROAD IF CONSISTENT WITH IFC 2018 SECTION D103.4 AND APPROVED BY CITY ENGINEER.
13. SEE TYPICAL SECTION NOTE 1 ON STANDARD NOTES SHEET SD-001 FOR AREAS WITH DRIVEWAYS.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

TYPICAL CUL-DE-SAC DETAIL

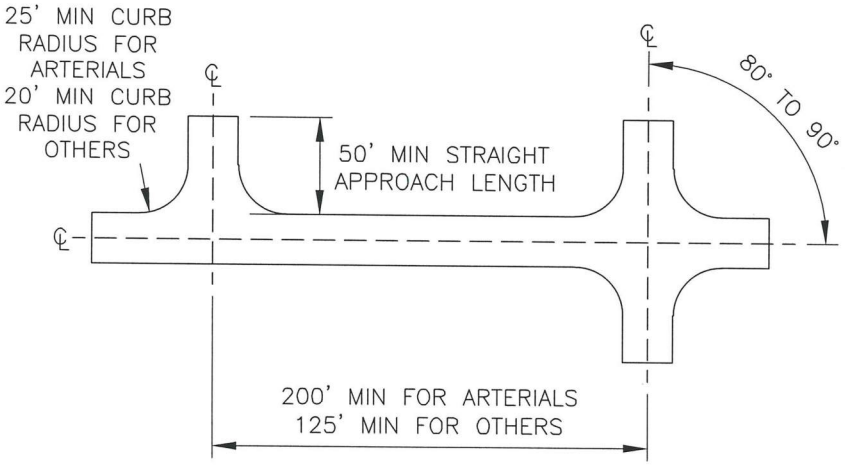
APPROVED BY:

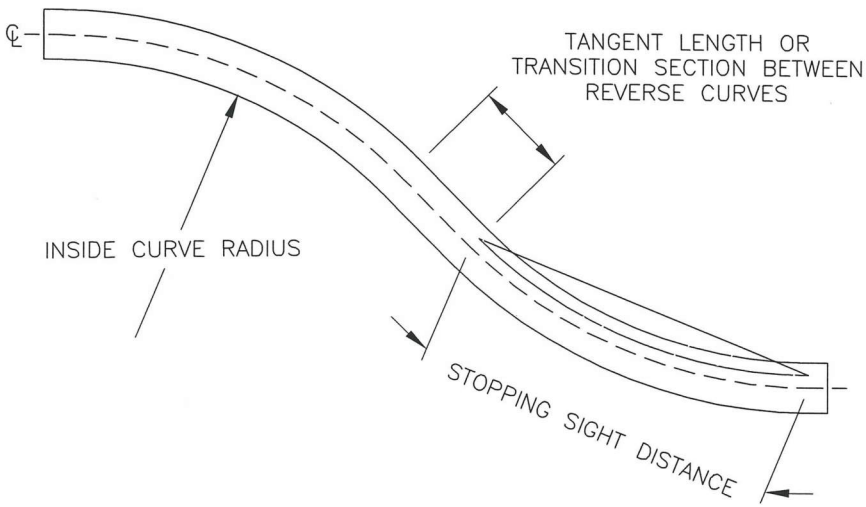
CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:

SD-004





CURVE DESIGN TABLE

SPEED LIMIT (MPH)	MIN INSIDE CURVE RADIUS (FT)	MIN TRANSITION SECTION LENGTH (FT)	MIN STOPPING SIGHT DISTANCE (FT)
15	200	35	155
25	200	35	155
35	510	40	250

INTERSECTION NOTES:

1. THE MAXIMUM GRADE AT, AND WITHIN FIFTY FEET (50') ALONG BOTH APPROACHES TO, ANY INTERSECTIONS SHALL BE TWO PERCENT (2%).
2. THE DEVELOPER SHALL INSTALL STOP SIGNS AT ALL INTERSECTIONS WITH ARTERIAL STREETS. THE DEVELOPER SHALL ALSO INSTALL ALL OTHER SIGNS REQUIRED FOR SAFE TRAFFIC AND PEDESTRIAN MOVEMENT PER MUTCD.
3. SEE SIGHT TRIANGLES SHEET SD-006 FOR INTERSECTION CLEAR SIGHT ZONES.

CURVE NOTES:

1. VALUES IN CURVE DESIGN TABLE ARE INTENDED ONLY FOR NORMALLY CROWNED ROADS IN URBAN ENVIRONMENTS. SUPERELEVATIONS MAY BE REQUIRED. REFER TO AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, LATEST EDITION.
2. FOR LOW VOLUMES UNDER 400 ADT, ONE MAY CONSIDER DESIGN CRITERIA FROM THE AASHTO LOW-VOLUME ROAD MANUAL. CITY ENGINEER MAY REQUIRE TRIP GENERATION LETTER, AND/OR COUNTS. WILL CONSIDER FUTURE GROWTH ON ROADWAY CORRIDOR WHEN CONSIDERING THE APPLICABILITY.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

TYPICAL INTERSECTION & CURVE DETAIL

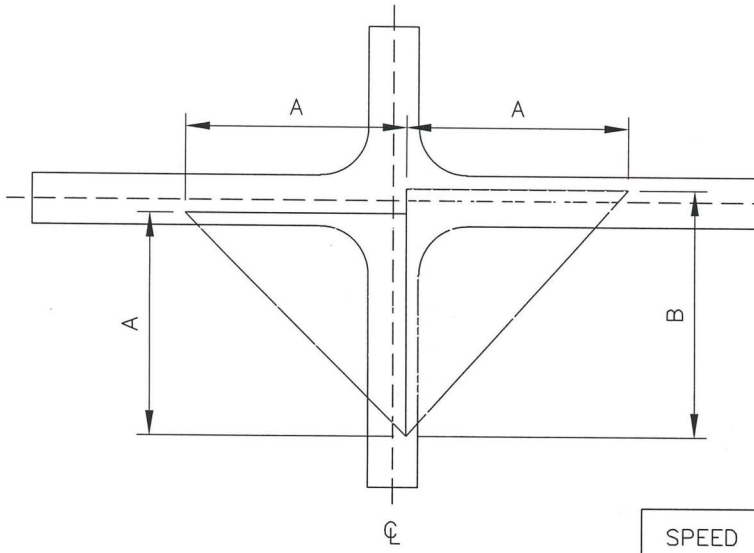
APPROVED BY:

CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:
SD-005

MIN SIGHT TRIANGLES – UNCONTROLLED INTERSECTIONS



MIN SIGHT TRIANGLES – STOP–CONTOLLED MINOR STREET APPROACHES AND DRIVEWAYS

SPEED LIMIT (MPH)	DISTANCE A (FT)	DISTANCE C (FT)
15	115	280
25	115	280
35	165	390

NOTE:

1. DISTANCE B IS EQUAL TO DISTANCE A PLUS THE DISTANCE FROM THE CENTERLINES OF THE OUTER–MOST LANES ON THE MAJOR STREET.
2. DISTANCE D IS EQUAL TO 15' PLUS HALF OF A MAJOR STREET LANE WIDTH.
3. DISTANCE E IS EQUAL TO DISTANCE D PLUS THE DISTANCE FROM THE CENTERLINES OF THE OUTER–MOST LANES ON THE MAJOR STREET.
4. WITHIN A SIGHT TRIANGLE, OBJECTS WITH A HEIGHT OF 3 FEET OR MORE ABOVE THE ELEVATION OF THE ADJACENT ROADWAYS AND OBSTRUCTS THE DRIVER'S VIEW SHOULD BE REMOVED OR LOWERED, IF PRACTICAL.
5. TREES SHALL BE PERMITTED IN A SIGHT TRIANGLE, BUT ONLY IF ALL BRANCHES ARE REMOVED TO A HEIGHT OF AT LEAST 7 FEET ABOVE GRADE.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

SIGHT TRIANGLES STANDARD DETAIL

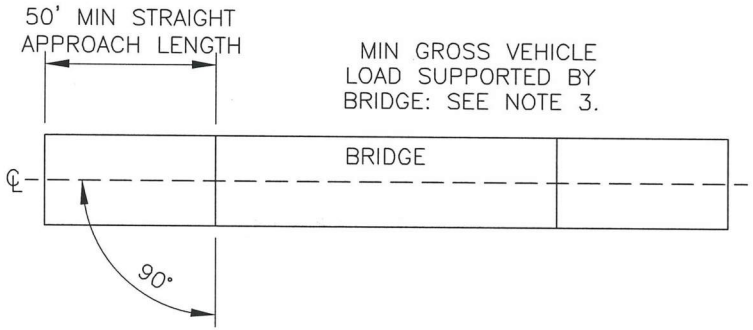
APPROVED BY:

CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:

SD-006



NOTE:

1. DESIGN: ALL CULVERTS AND BRIDGES SHALL BE DESIGNED BY AN IDAHO LICENSED ENGINEER.
2. CULVERTS SHALL SUPPORT A MINIMUM GROSS VEHICLE LOAD OF 40,000 LBS.
3. BRIDGES MUST BE DESIGNED TO THE CURRENT AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AS WELL AS THE ITD LRFD BRIDGE MANUAL.
4. AQUATIC ORGANISMS PASSAGE PROTECTION: CULVERTS AND BRIDGES ON NATURAL STREAM CHANNELS AND WETLANDS MUST:
   - 4.1. BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH CURRENT IDAPA 37.03.07 STREAM CHANNEL ALTERATION RULES.
   - 4.2. APPLY FOR A JOINT PERMIT FROM IDAHO DEPARTMENT OF WATER RESOURCES, IDAHO DEPARTMENT OF LANDS, AND US ARMY CORPS OF ENGINEERS. ALL NECESSARY APPROVALS VIA PERMITS SHALL BE OBTAINED BEFORE CONSTRUCTION BEGINS. USE OF BRIDGES RATHER THAN CULVERTS SHALL BE REQUIRED WHEREVER ANY OF THE ABOVE AGENCIES REQUESTS THE USE OF BRIDGES TO PROTECT AQUATIC ORGANISM PASSAGE.
5. FLOOD DAMAGE PREVENTION:
   - 5.1. ALL BRIDGES AND CULVERTS ON NATURAL WATERCOURSES SHALL BE DESIGNED TO PASS A 100–YEAR FLOOD WITHOUT DAMAGE TO THE BRIDGE OR ITS APPROACHES AND WITHOUT DIVERTING FLOODWATERS ONTO NEIGHBORING PROPERTIES.
   - 5.2. CULVERTS NOT INCLUDED IN NOTE 5.1 ABOVE SHALL BE DESIGNED TO PASS THE RUNOFF FROM THE 10–YEAR, 6–HOUR STORM.
6. CMP CULVERTS REQUIRED – 12 IN. (MIN) AT DRIVEWAYS, 18 IN. (MIN) FOR ROADWAY CROSSINGS. DRIVEWAY CULVERTS SIZE MAY NEED INCREASED BASED ON A HYDRAULICS ANALYSIS OR CITY ENGINEER REQUIREMENTS. CULVERT LENGTH SHALL BE DRIVEWAY WIDTH PLUS 8 FT (MIN). REFER TO SD–002 TYPICAL APPROACH DETAIL.
7. CULVERTS SHALL BE LOCATED, SIZED AND CONSTRUCTED SO AS TO FORM A CONTINUATION OF AND NOT ADVERSELY IMPACT THE EXISTING ROADSIDE DRAINAGE SYSTEM, AND SHALL EXTEND TO THE TOE OF ANY FILL PLACED WITH THE DRIVEWAY.
8. MINIMUM CULVERT LENGTH SHALL BE 32 FEET. ACTUAL LENGTH WILL VARY DEPENDING ON SITE AND AS DETERMINED THROUGH APPLICATIONS AND FINAL PERMIT.

PROFESSIONAL ENGINEER
REGISTERED
11806
5-7-19
STATE OF IDAHO
A. JAY HASSELL

Dover
IDAHO

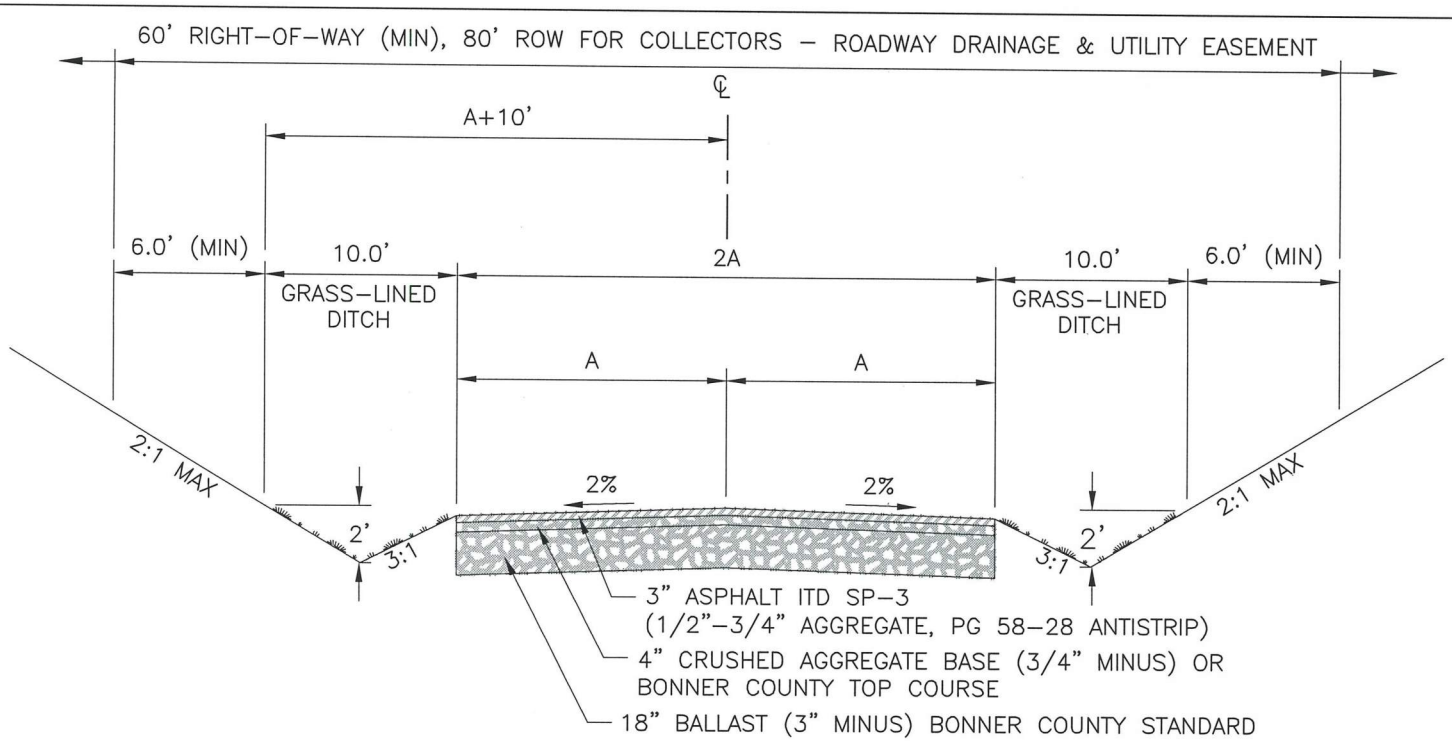
CITY OF DOVER STANDARD DRAWING

CULVERT & BRIDGE STANDARD DETAIL

APPROVED BY:
CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:
SD-007



TYPICAL SECTION AREA	A (MIN. WIDTH)	MAX. GRADE
LEVEL – MOD. DENSITY	11'	4%
LEVEL – LOW DENSITY	14'	5%
ROLLING	12'	8%
MOUNTAINOUS	11'	12%

NOTE:
1. SEE GENERAL AND TYPICAL SECTION NOTES ON GENERAL NOTES SHEET SD–001.
2. SEE TABLE FOR MAXIMUM GRADES ON THROUGH STREETS.
3. SEE TYPICAL SECTION NOTE 1 ON GENERAL NOTES SHEET SD–001 FOR AREAS WITH DRIVEWAYS.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

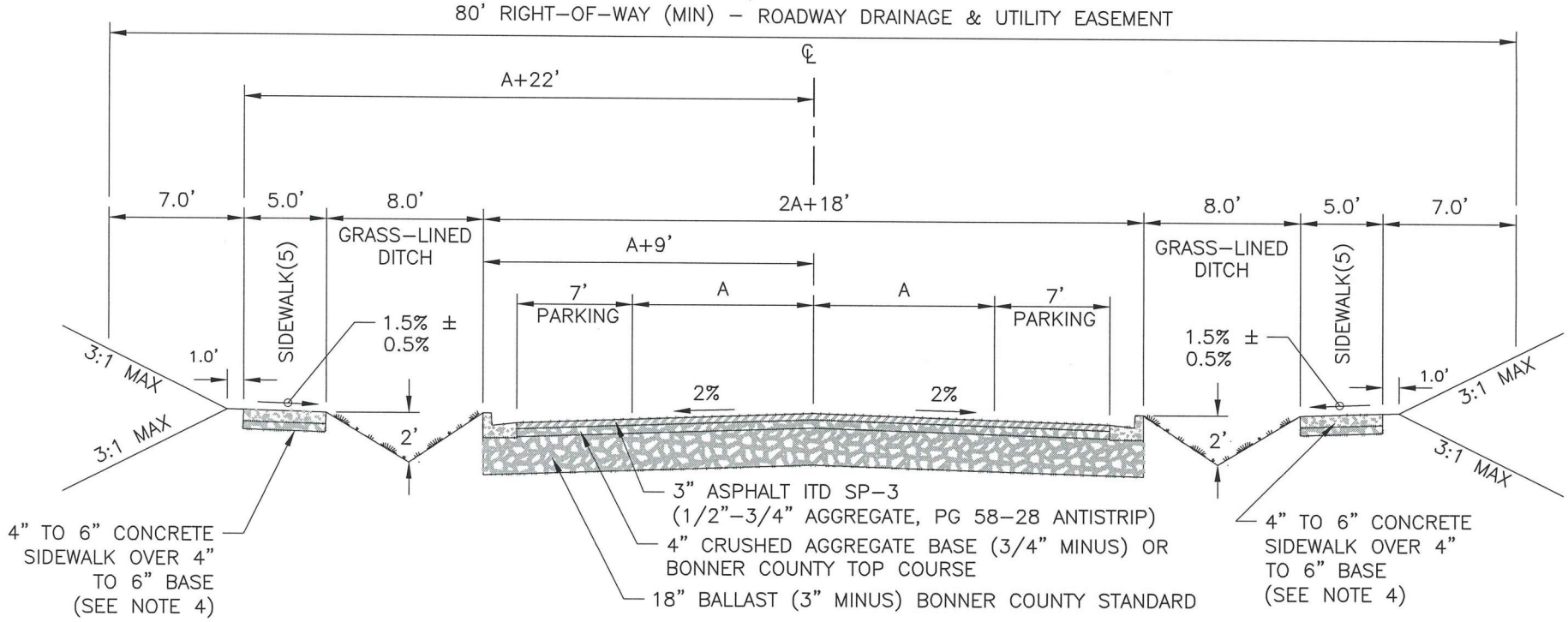
TYPICAL SECTION 1
NO PEDESTRIAN FACILITIES OR PARKING REQUIRED

APPROVED BY:

CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:
TYP-001



NOTE:
1. SEE GENERAL AND TYPICAL SECTION NOTES ON GENERAL NOTES SHEET SD-001.
2. INSTALL CURB ACCORDING TYPICAL CURB AND GUTTER DETAIL SD-003.
3. SEE TABLE FOR MAXIMUM GRADES ON THROUGH STREETS.
4. CONCRETE SIDEWALK SECTION AT DRIVEWAYS SHALL BE 6" REINFORCED CONCRETE OVER 6" BASE COURSE, 4" CONCRETE AND BASE ALL OTHER LOCATIONS.
5. NEW DEVELOPMENTS MAY PROPOSE ALTERNATIVE PEDESTRIAN FACILITIES (SHARED USE PATHS, ETC.). CITY ENGINEER WILL REVIEW FOR CONSISTENCY WITH SURROUNDING FACILITIES.
6. SEE TYPICAL SECTION NOTE 1 ON GENERAL NOTES SHEET SD-001 FOR AREAS WITH DRIVEWAYS.

TYPICAL SECTION AREA	A (MIN. WIDTH)	MAX. GRADE
LEVEL - MOD. DENSITY	11'	4%
LEVEL - LOW DENSITY	14'	5%
ROLLING	12'	8%
MOUNTAINOUS	11'	12%

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

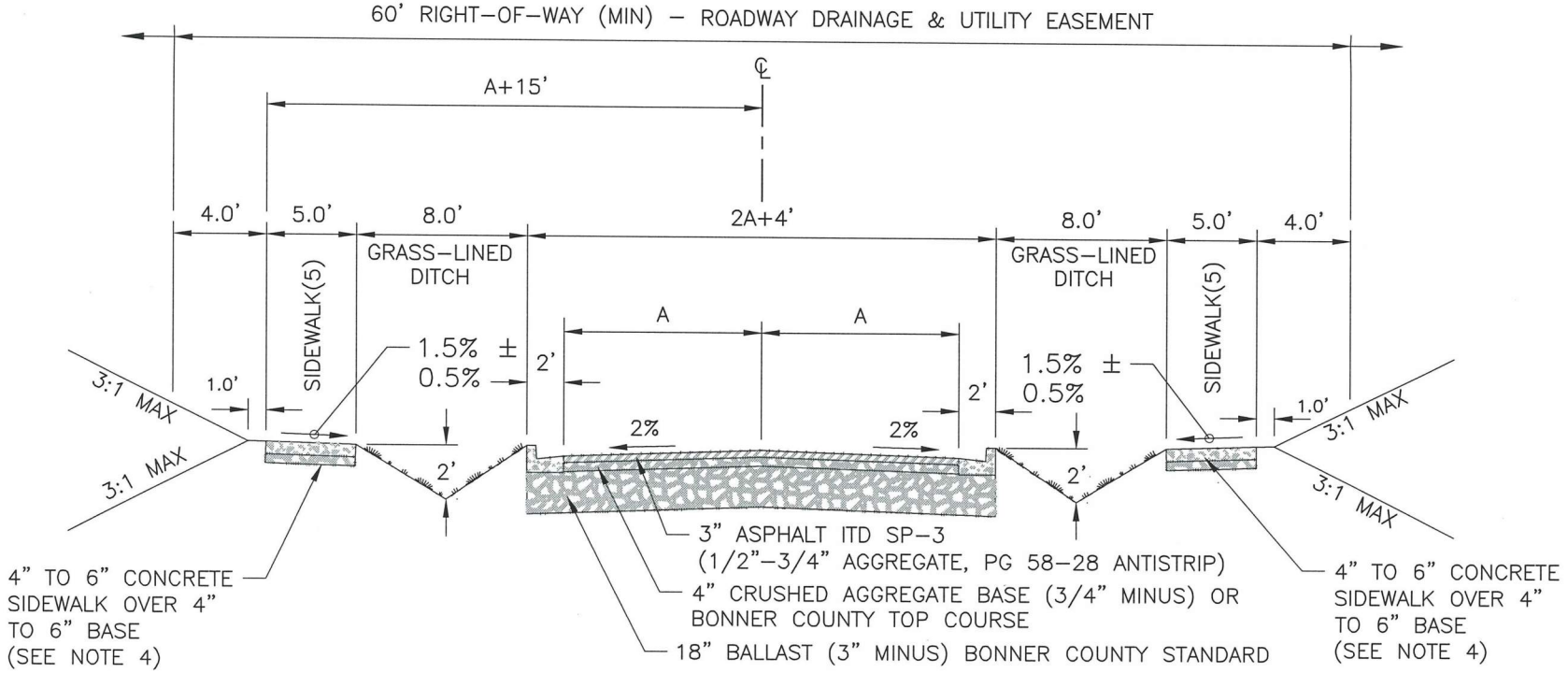
Dover IDAHO

CITY OF DOVER STANDARD DRAWING

TYPICAL SECTION 2
CURB & GUTTER WITH SIDEWALK (PARKING)

APPROVED BY:
CITY ENGINEER
05-09-19
DATE:

STANDARD DRAWINGS NO:
TYP-002



NOTE:

1. SEE GENERAL AND TYPICAL SECTION NOTES ON GENERAL NOTES SHEET SD-001.
2. INSTALL CURB ACCORDING TYPICAL CURB AND GUTTER DETAIL SD-003.
3. SEE TABLE FOR MAXIMUM GRADES ON THROUGH STREETS.
4. CONCRETE SIDEWALK SECTION AT DRIVEWAYS SHALL BE 6" REINFORCED CONCRETE OVER 6" BASE COURSE, 4" CONCRETE AND BASE ALL OTHER LOCATIONS.
5. NEW DEVELOPMENTS MAY PROPOSE ALTERNATIVE PEDESTRIAN FACILITIES (SHARED USE PATHS, ETC.). CITY ENGINEER WILL REVIEW FOR CONSISTENCY WITH SURROUNDING FACILITIES.
6. OVERFLOW OR GUEST PARKING MAY BE REQUIRED BASED ON DOVER CITY CODE 12-13-1 APPENDIX A AND DESIGNED BASED ON TABLE A1.
7. SEE TYPICAL SECTION NOTE 1 ON GENERAL NOTES SHEET SD-001 FOR AREAS WITH DRIVEWAYS.

TYPICAL SECTION AREA	A (MIN. WIDTH)	MAX. GRADE
LEVEL - MOD. DENSITY	11'	4%
LEVEL - LOW DENSITY	14'	5%
ROLLING	12'	8%
MOUNTAINOUS	11'	12%

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO J. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

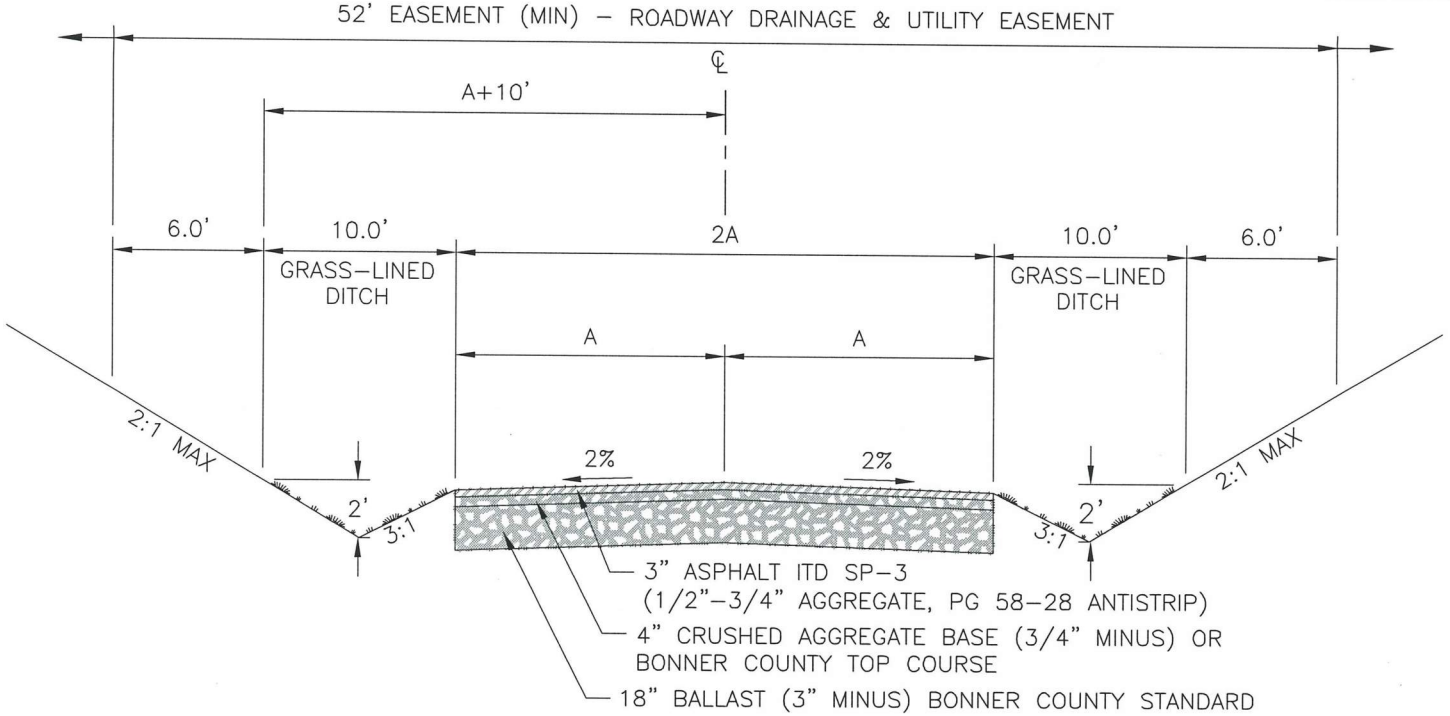
TYPICAL SECTION 3
CURB & GUTTER WITH SIDEWALK (NO PARKING)

APPROVED BY:

CITY ENGINEER

05-09-19
DATE:

STANDARD DRAWINGS NO:
TYP-003



TYPICAL SECTION AREA	A (MIN. WIDTH)	MAX. GRADE	CULDESAC MAX. GRADE
LEVEL – MOD. DENSITY	11'	6%	2%
LEVEL – LOW DENSITY	12'	6%	2%
ROLLING	11'	10%	4%
MOUNTAINOUS	10'	12%	6%

NOTE:

1. SEE GENERAL AND TYPICAL SECTION NOTES ON GENERAL NOTES SHEET SD–001.
2. SEE TABLE FOR MAXIMUM GRADES ON THROUGH STREETS AND CULDESACS.
3. RESIDENTIAL ZONES MUST INCLUDE A SHARED USE PATH (8' MIN). SEE GENERAL NOTE 1 ON GENERAL NOTES SHEET SD–001.
4. DESIGN AND NOTES ON THIS SHEET APPLY TO ALL ZONING EXCEPT COMMERCIAL.
5. PRIVATE ROADS MUST HAVE NO THRU CONNECTS OR POTENTIAL OF BECOMING A PUBLIC ROAD IN THE FUTURE. THEY MAY HAVE EMERGENCY ACCESS OR SHARED USE PATH THRU CONNECTS AS DETERMINED BY INTERNATIONAL FIRE CODE (IFC).
6. PRIVATE ROADS MAY BE NO LONGER THAN 500'. DEAD–END ROADS IN EXCESS OF 150' LONG MUST BUILD A CUL–DE–SAC AT THE END PER IFC–2018 SECTION D103.4. SEE TYPICAL CUL–DE–SAC DETAIL SD–004.
7. RESIDENTIAL DEVELOPMENTS OF ONE– OR TWO–FAMILY DWELLINGS ON PRIVATE ROADS MUST NOT EXCEED 30 DWELLING UNITS UNLESS ANOTHER SEPARATE EMERGENCY ACCESS IS PROVIDED BY DEVELOPER AND APPROVED BY CITY ENGINEER, FIRE DEPARTMENT, AND IS CONSISTENT WITH IFC–2018 SECTION D107.1.
8. CURB & GUTTER, SIDEWALKS, AND/OR PARKING MAY BE ADDED TO PRIVATE ROADWAY WIDTH, CONSISTENT WITH RELEVANT DIMENSIONS AND NOTES AS SEEN IN TYPICAL SECTIONS 2 & 3.
9. SEE TYPICAL SECTION NOTE 1 ON GENERAL NOTES SHEET SD–001 FOR AREAS WITH DRIVEWAYS.

PROFESSIONAL ENGINEER REGISTERED 11806 5-7-19 STATE OF IDAHO A. JAY HASSELL

Dover IDAHO

CITY OF DOVER STANDARD DRAWING

TYPICAL SECTION 4 PRIVATE ROAD

APPROVED BY:

CITY ENGINEER

05-09-19

DATE:

STANDARD DRAWINGS NO:

TYP-004